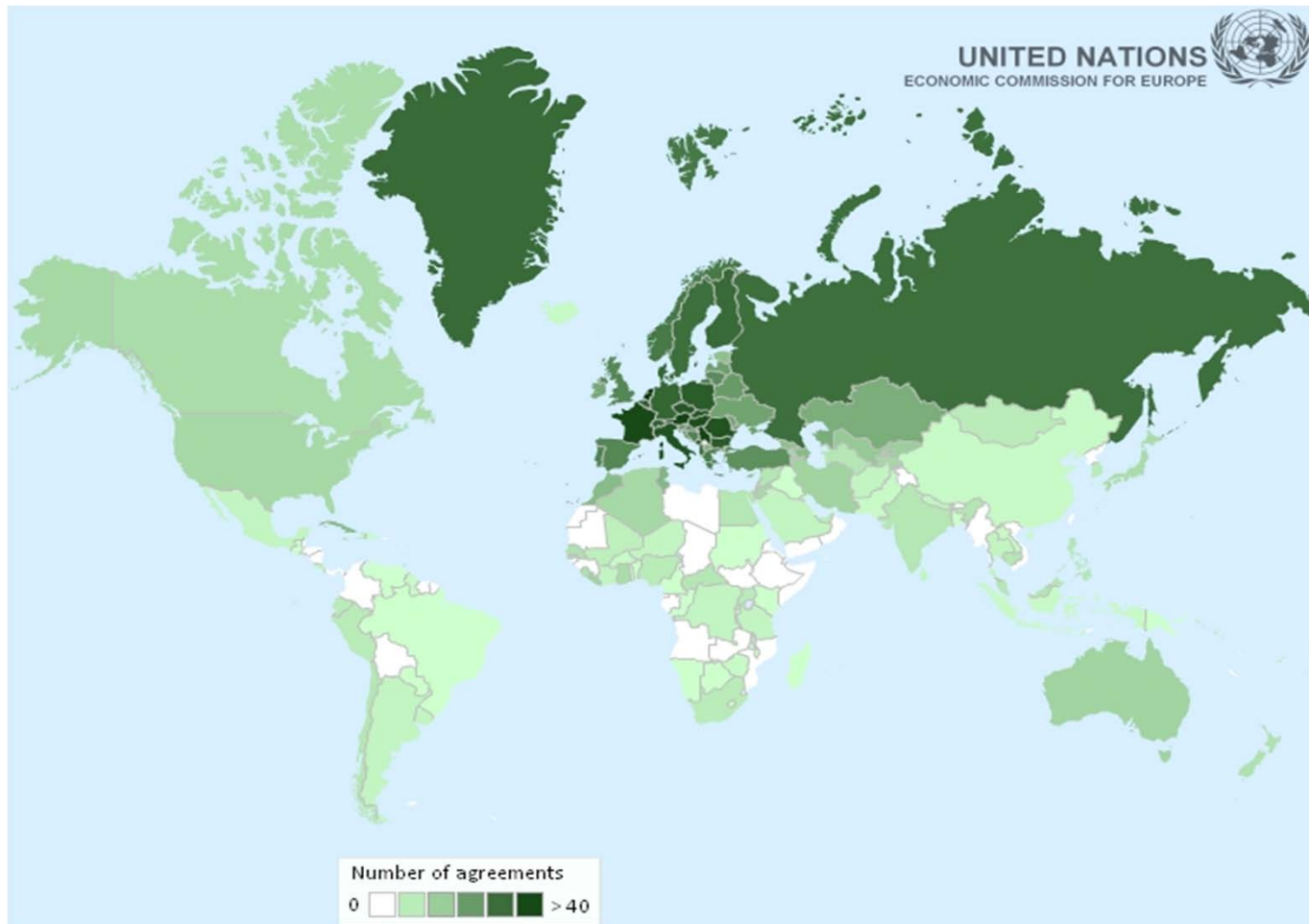


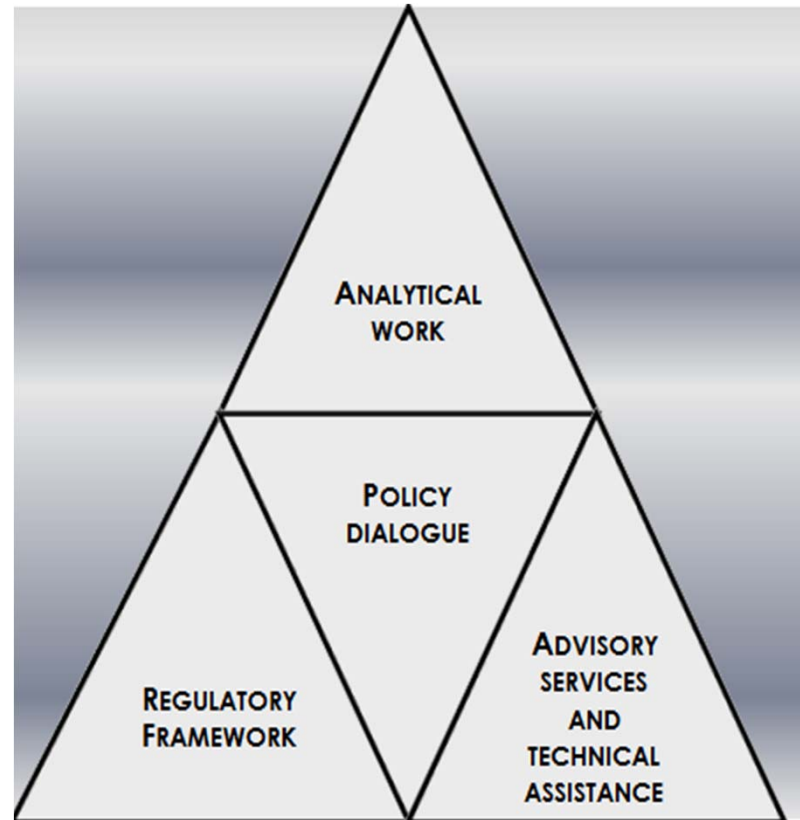


UNECE - centre for Transport Agreements



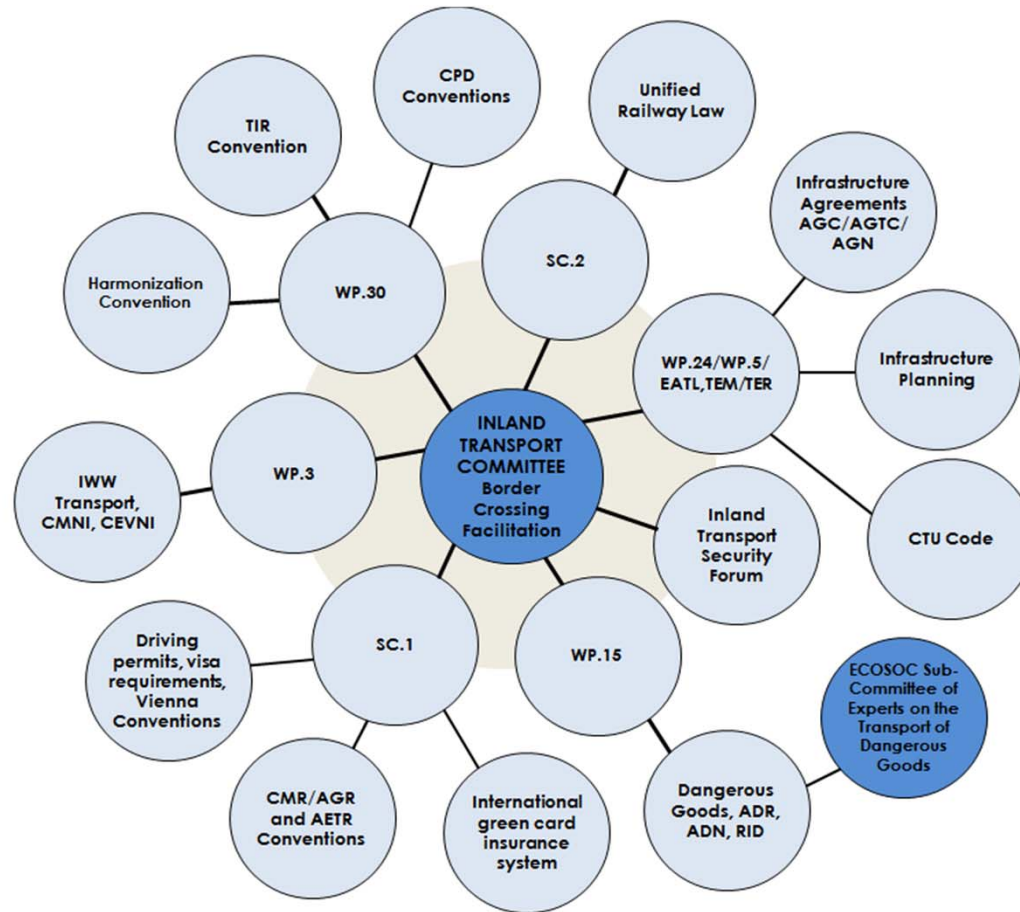
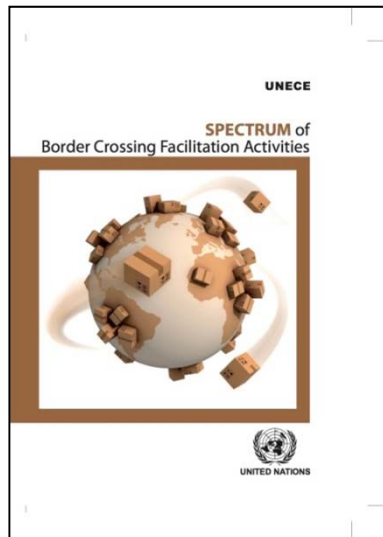


The core areas of UNECE work





UNECE's 360° approach to Border crossing facilitation :





Border crossing facilitation :

On some major routes, 57 % of transport time is lost at border crossings.

- Long waiting times at borders result in major human suffering for drivers blocked in queues for hours/days
- harmful impact on the environment
- Border waiting times also cost billions annually => increasing the cost of goods for the end consumer, not to mention lost business opportunities.



Border crossing facilitation is:

- Key to international trade, exports and imports
- Essential for growth and competitiveness
- A driver of regional integration



UNECE's 360° approach to Border crossing facilitation (2)

Crossing borders requires:

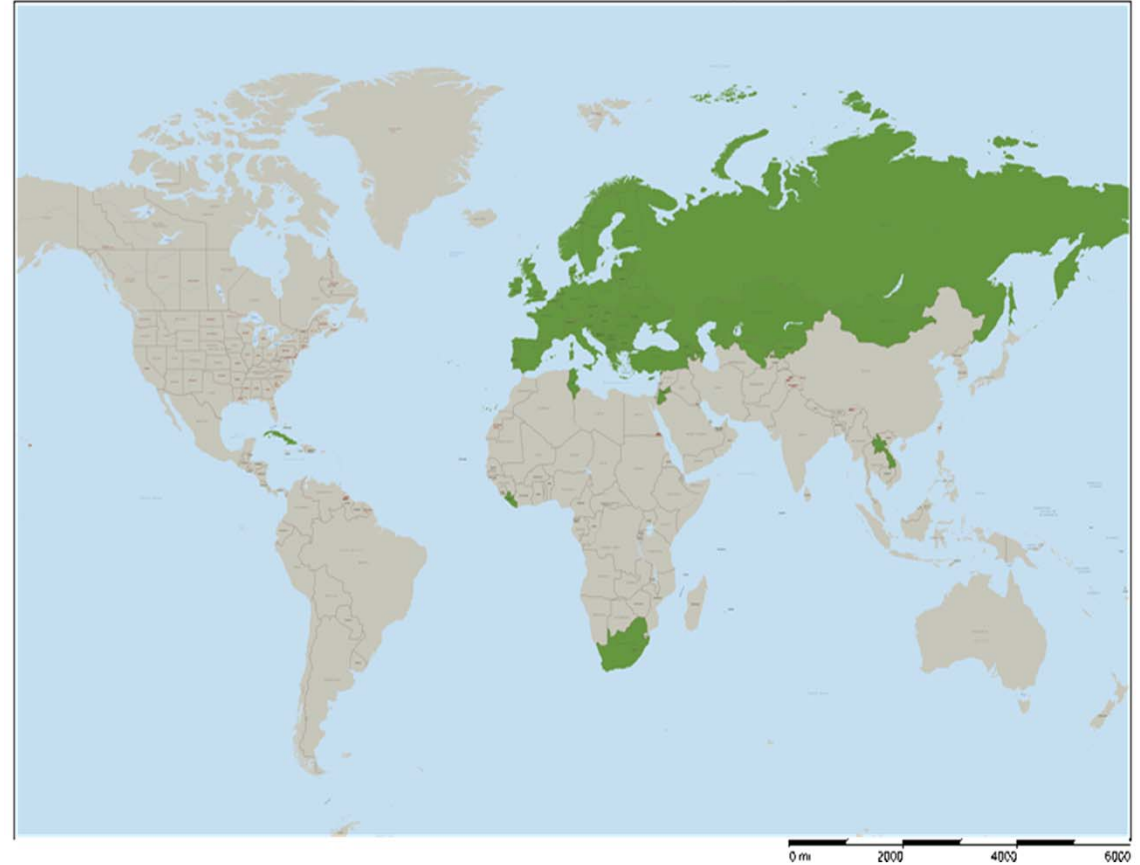
- Appropriate and resilient infrastructure
- Reliable and harmonized international legal framework
- Harmonized or at least aligned procedures (e.g. customs)
- International cooperation and exchange of best practices



The Harmonization Convention, 1982

- International Convention on the Harmonization of Frontier Controls of Goods
- 56 Contracting Parties
- Latest accessions: Iran, Tajikistan
- Expressed interest to join: China

Harmonization Frontier Controls of Goods, 1982





Objective and Scope

To facilitate cross border transport of goods through nationally coordinated, internationally harmonized, shorter, reduced formalities and controls of goods at borders

It covers:

- All goods moved across borders (exported, imported or in transit)
- All control services
- All modes of transport
- Specific provisions for certain transport modes and goods
- Also addresses certain issues with regard to vehicles and drivers





Main characteristics

The Convention provides a framework that enables:

- Harmonization of formalities
- Reduction of the number and duration of controls
- Standardization of documentation
- Co-ordination of national and international control procedures

Leading to :

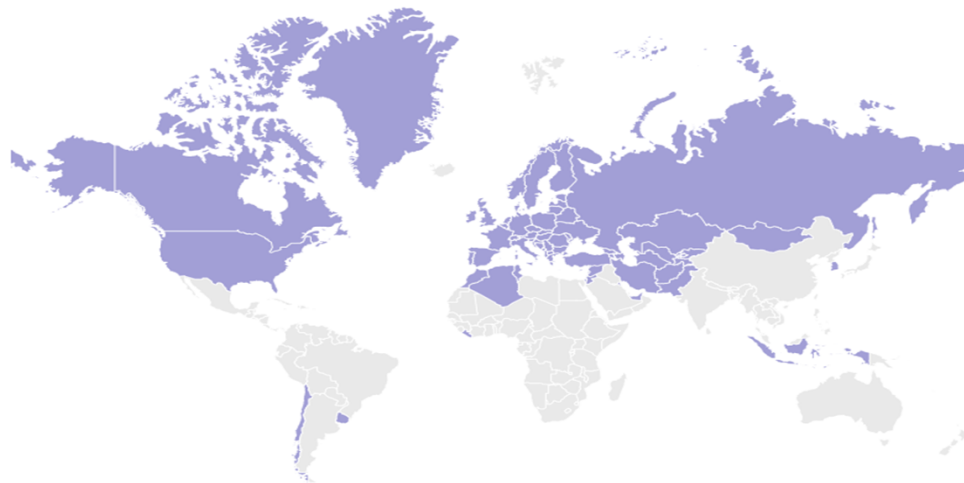
- Reduction of border delays
- Reduction of transport cost
- Reduction of trade transaction cost
- Reduction of border operating costs for State budget
- More efficient investments in border facilities



The TIR Convention, 1975

- Global United Nations Convention;
- Establishes and regulates the only existing and operational global customs transit system;
- Administered by the established Treaty bodies in Geneva under UNECE auspices.

TIR



■ Contracting Parties to the TIR Convention, of 1975



Objectives

- Border crossing facilitation through an internationally recognized and harmonized procedure;
- Effective revenue protection and security without excessive administrative burden for customs and time/cost losses for operators



How it works

- Secure vehicles or containers;
- Single, internationally valid guarantee coverage;
- Single internationally accepted document, the TIR Carnet;
- Mutual Recognition of Customs controls;
- Controlled access to the procedure;

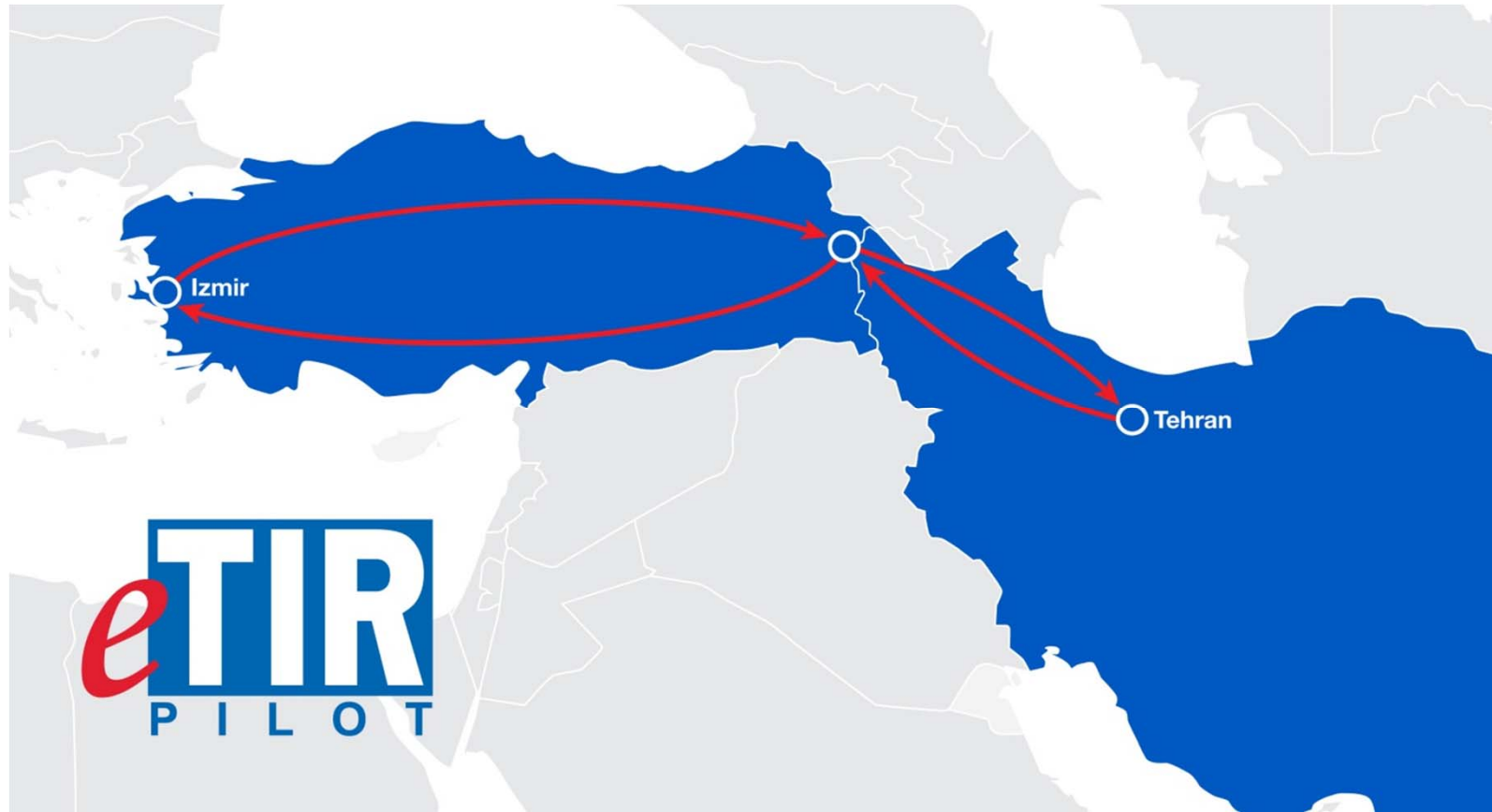


Adapting to modern needs

1. Electronic risk management tools
2. Discussions on additional facilities such as authorized consignor/consignee
3. Computerization process (eTIR) is underway:
 - Finalization of the eTIR Reference Model (conceptual)
 - Adaptation of the legal framework (legal)
 - Development of the required systems (technical)
 - Corridor based step-by-step implementation



Adapting to modern needs





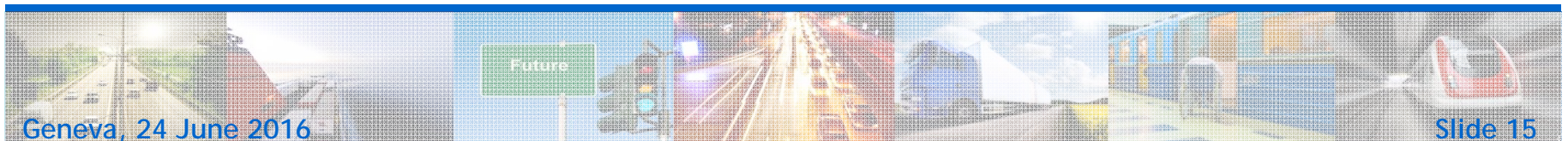
Customs Convention on Containers, 1972

- Objective
 - To facilitate the temporary admission in a country of containers registered in another country by deferring payment of taxes and duties
- Benefits
 - Minimum border procedures, deferred payment of Customs taxes and duties
 - Recovery of Customs duties if no re-export
 - Facilitated international goods transport



Customs Convention on the Temporary Importation Private Road Vehicles, 1954

- Establishes the principle of temporary importation of vehicles under the cover of the international "Carnet de Passage en Douane"
- CPD guarantee payment of import duties and taxes of the vehicles to national competent authorities if the vehicle, that has been temporarily admitted, is not re-exported.





Access to UNECE legal instruments

- Open to all UN Member States
- Many non-ECE States are already Parties
- The UN Secretary-General is the Depositary
- To become a Party, deposit an instrument with the S-G
- No accession fee



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